

EXHIBIT 9

(SECTION 106 FORM)

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SEP - 8 2000
ENVIRONMENT

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION
Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

RECEIVED
AUG 28 2000
ENVIRONMENT

I. PROJECT INFORMATION

Project ID 1166-00-00	Highway/Street I-39/US 51/Hwy 29	County Marathon
Project Termini I-39/US 51 - Fox Glove to West Bridge Street; Hwy 29 - 28th Avenue to the Wisconsin River	District 4	
Project Engineer/Project Manager Manfred Enburg, P.E.	(Area Code) Telephone Number (608) 274-2020	
Archaeological Consultant Great Lakes Archeological Research Center	(Area Code) Telephone Number (414) 276-9791	
Architecture/History Consultant Great Lakes Archeological Research Center	(Area Code) Telephone Number (414) 276-9791	
Date of Need September 25, 2000	SHSW: 00-1450 /MR	

II. PROJECT DESCRIPTION

Type of Project	<input checked="" type="checkbox"/> Reconstruction <input type="checkbox"/> Wetland Mitigation	<input type="checkbox"/> Resurface Only <input type="checkbox"/> Bridge	<input type="checkbox"/> Recondition <input type="checkbox"/> Corridor Study*	<input checked="" type="checkbox"/> Other: Major Project
*Must coordinate with BOE				
Brief Project Description	<input type="checkbox"/> Known Cemetery	Project Length miles: 7.88 kilometers: 12.7	Amt. Of Acres/Hectares to be Acquired acres: 21.25 hectares: 8.81	

This proposed action would include:

- Construction of two (2) additional "through" lanes, on I-39/US 51/Hwy 29, (one (1) northbound and one (1) southbound).
- Reconfiguration and reconstruction of the interchanges at Hwy 29 east and Hwy 29 west (Business Hwy 52). Hwy 29 east to a free-flow, rural ("System") interchange and Hwy 29 west to a high capacity urban (three level diamond), or free-flow ("System") interchange. Both interchange locations would include construction of ramp auxiliary lanes where traffic operations and safety require.
- Widening and reconstructing the interchanges at County Highway N, County Highway NN, Sherman Street, West Bridge Street and 28th Avenue
- Widening and reconstructing the I-39/US 51/Hwy 29 sub-grade, pavement base course, pavements and bridges to accommodate the additional "through" lanes, ramp auxiliary lanes, improved interchanges and correct the sub-standard vertical clearances.
- Updating and replacing sign structures, signing, access control fencing, drainage structures and associated appurtenances within the existing freeway right-of-way.
- Raising and reconstructing the Fox Glove and Robin Lane overpasses.
- Rectification of the drainage problems where applicable.

The current I-39/US 51 freeway configuration within the Wausau metropolitan area forms a traffic bottleneck since two, four-lane facilities are funneled into one four-lane facility. The proposed action would remove the existing bottleneck by upgrading I-39/US 51 into a multi-laned facility with six through lanes.

Improvement limits on I-39 /US 51 would begin just south of the Fox Glove overpass and end north of the West Bridge street interchange (length = 7.88 miles). On Hwy 29 construction limits would extend approximately 1000 feet west of the 28th Avenue interchange in Wausau and to the west approach of the Wisconsin River bridge in Schofield, (length = 2.28 miles).

The purchase of some additional right-of-way is required for the proposed action, but is limited to the areas immediately adjacent to the interchange reconstruction areas. The purchase balances the need for traffic safety/operation and the need to protect and preserve both the human and natural environments.

III. NOTIFICATION

How has notification of the project been provided to:

- ☒ Property Owners
 - ☒ Public Information Meeting Notice
 - ☒ Letter [required for Archaeology]
 - ☐ Telephone Call
 - ☐ Other

- ☒ Historical Societies/Organizations
 - ☒ Public Information Meeting Notice
 - ☒ Letter
 - ☐ Telephone Call
 - ☐ Other

- ☒ Native American Tribes
 - Must notify with:
 - ☒ Public Info. Mtg. Notice
 - ☒ Letter

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS [APE]

HISTORY: Describe the area of potential effects for buildings/structures.

~~Existing and proposed right-of-way.~~

APE CONSISTS OF THOSE PROPERTIES ADJACENT TO THE PROJECT AREA.

If you wish to claim there is no APE for buildings/structures, you must justify that claim. [NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.]

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance.

V. SURVEY NEEDED

ARCHAEOLOGY

- ☒ Archaeological survey is needed
[See Chapter 26-35-1 of FDM for procedure and # of exhibits]
- ☐ Archaeological survey is not needed - provide justification
 - ☐ SHPO records search conducted ____ (date).
 - ☐ Screening list ____ (date).
 - ☐ No potential to affect archaeological sites

Describe project area and attach project plans

HISTORY

- ☒ Architecture/History survey is needed
- ☒ Architecture/History survey is not needed
LITERATURE SEARCH & FIELD REVIEW SHOWING NO STANDBY STRUCTURES WITH ANY POTENTIAL FOR ARCHITECTURAL OR HISTORICAL SIGNI

VI. SURVEY COMPLETED-Documentation required for submittal to BOE

ARCHAEOLOGY

- ☐ Project maps attached [most recent design]
- ☒ ASFR attached [NO archaeological sites(s) identified]
- ☐ Report attached [NO potentially eligible site(s) in project area]
- ☐ Report attached [potentially eligible site(s) avoided]
- ☐ Report attached - cemetery documentation
- ☐ Native American response letters & reports

[Send four reports + # of copies for NA requests to district.]

HISTORY

- ☒ A/HSF attached [NO buildings/structures identified]
- ☐ A/HSF attached [potentially eligible buildings/structures identified.]

VII. EVALUATION COMPLETED-Documentation required for submittal to BOE

- ☒ Report attached [no arch site(s) eligible for NRHP]
- ☐ Report and DOE attached [arch site(s) eligible for NRHP]
- ☐ Report and draft DOE attached [arch site(s) eligible for NRHP—avoided through project redesign]
- ☐ DOE attached [no buildings/structure(s) eligible for NRHP]
- ☐ DOE attached [building/structure(s) eligible for NRHP]

VIII. COMMITMENTS

IX. PROJECT REVIEW

- ☒ No eligible properties in APE
- ☐ No effect on historic buildings and/or archaeological sites eligible for NRHP
- ☐ Eligible properties may be affected by project-go to Step 4: Assess effects and begin consultation

David E. Barth
(District Project Manager)

[Signature]
(WisDOT Historic Preservation Officer)

[Signature]
(State Historic Preservation Officer)

8-24-00
(Date)

8/30/00
(Date)

9-6-00
(Date)

[Signature]
(Consultant Project Manager)
8-24-00
(Date)

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	200-400'	200-400'	Terrace Width	N/A	N/A
Shoulder	6' (inside)/10' (outside)	6' (inside)/10' (outside)	Sidewalk Width	N/A	N/A
Slope Intercept	150-200'	160-210'	Number of Lanes	4	6
Edge of Pavement	54-66'	63-75'	Grade Separated Crossing	Yes	Yes
Back of Curb Line	N/A	N/A	Vision Triangle 0 acres 0 hectares	N/A	N/A
Easement 0 acres 0 hectares	N/A	N/A	Temporary Bypass 0 acres 0 hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

The majority of the proposed reconstruction and expansion of the mainline would take place within the existing right-of-way with little new ground-disturbing activity. Locations where minor strip acquisition of undisturbed land would be necessary are directly adjacent to the Hwy 29 East and CTH N interchanges. At both locations construction activities would include the construction of ramps and or local frontage roads. Field reconnaissance surveys were conducted at each of the locations.

Predominantly, the existing freeway right-of-way is sufficient to construct the improvements identified earlier and the reconnaissance indicates that the majority of the right-of-way has been previously disturbed. Construction activities would include widening of pavement, roadway bases, and fills. It would also include slope-grading, construction of retaining walls, bridge reconstruction, interchange improvements and landscaping.